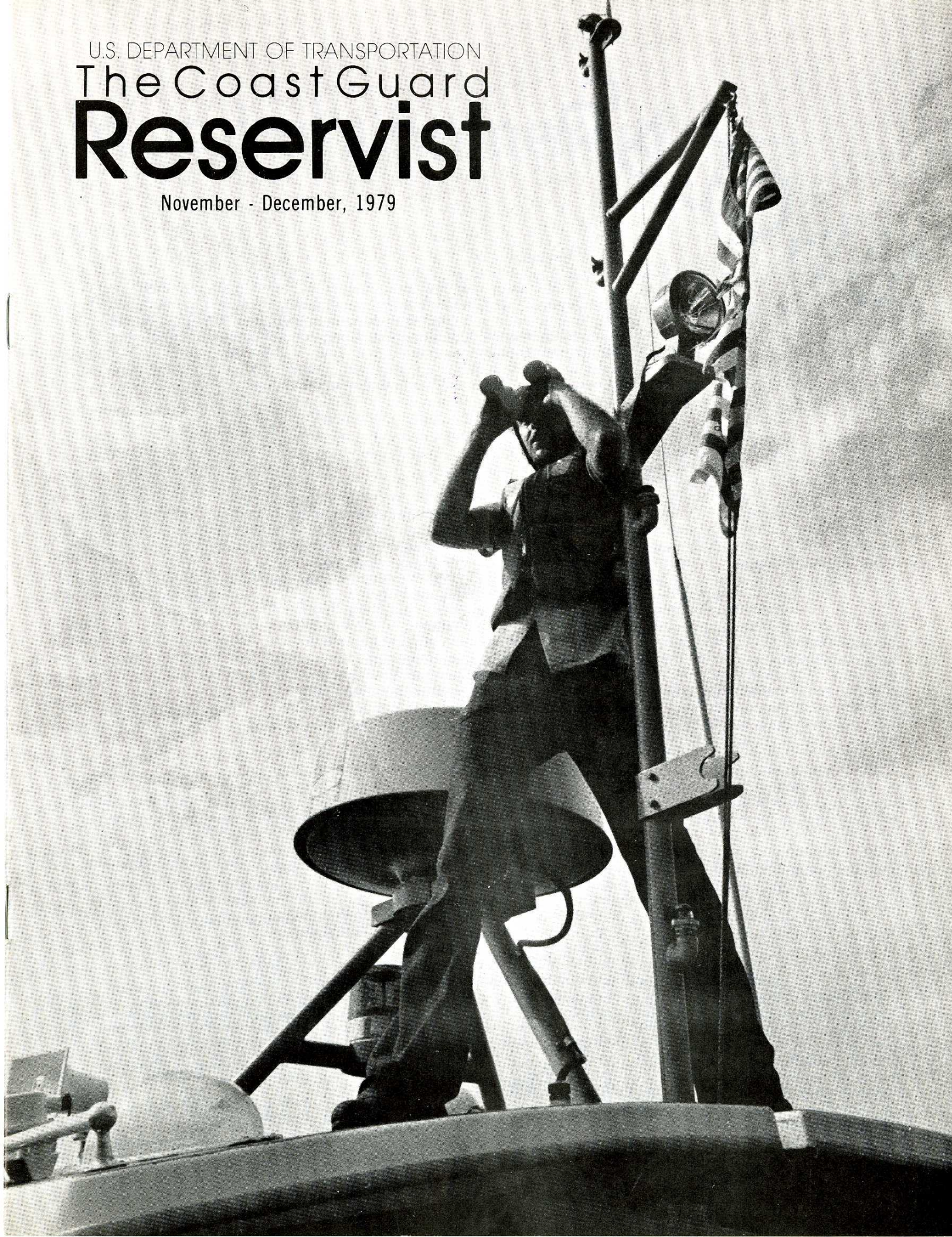


U.S. DEPARTMENT OF TRANSPORTATION  
The Coast Guard  
**Reservist**

November - December, 1979





# UNCLAS

Dear Readers:

Please note the new "opportunities" section at the back of this issue. It includes SADT opportunities as well as information on special course offerings and other programs. We plan to make this a permanent addition to our magazine. Look for it in the coming months.

Sincerely,

Kim Pickens

BMC Kenneth Knudson, USCGR, received the Silver Lifesaving Medal for rescuing a man trapped underwater in a sinking truck in the Gulf of Mexico.

Knudson was fishing from his own boat on 2 May 1978, near Lower Matecumbe Key, FL, when the truck went off a nearby bridge and plunged into the water.

By the time Knudson reached the scene, the truck was sinking. Disregarding his own safety, Knudson grabbed a diving mask, and went into the water. By the time he reached the truck, it was 18 feet below the surface.

He opened the damaged door, pulled the unconscious driver out, and took him to the surface.

After the driver was placed in a boat, Knudson administered mouth-to-mouth resuscitation until the victim was breathing on his own.

BMC Knudson is a member of CGRU 1 Base Miami Beach, FL.

BMCS Louis Schaab, USCGR, is now CWO2 Schaab after a swearing-in ceremony October 17 at Headquarters. CWO2 Schaab is currently on SADT rewriting regulations on handling hazardous materials at waterfront facilities. He normally drills with CGRU Sandy Hook, NJ.

Reservists from Base New Orleans lent a hand to Coast Guardsmen in Mobile after Base Mobile suffered extensive wind and flood damage from Hurricane Frederick on 13 September 1979. Twenty-nine reservists came by chartered bus September 22 to assist the clean-up and rebuilding effort. Eight remained overnight to provide Base security, and nearly all the remainder returned to Mobile the next day to continue the clean-up.

All former Coast Guard personnel, both TARS and SPARS, who were stationed at the Coast Guard Training Station and the other units in St. Augustine, FL, during World War II, are invited to attend a reunion in St. Augustine being planned for 8-11 May 1980. For details send a self addressed, stamped envelope to Lois Vogel, P.O. Box 576, Kenwood, CA., 95452, or Al Hoover, 7420 Fieldston Rd., New Orleans, LA, 70126.

MK3 Chris Bandy monitors an oil spill from atop a CG 41-foot utility boat. See the article on the Campeche oil spill on page 8.

THE COAST GUARD RESERVIST is published bi-monthly by the Commandant of the United States Coast Guard.

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This material is printed as information only and is not authority for action.

Members of the Coast Guard Reserve are invited to submit articles, photographs and artwork to the editor for possible publication. By-lines will be given.

Inquiries concerning the Coast Guard Reserve should be addressed to:

Commandant, U.S. Coast Guard (G-R-1/54)  
Washington, D.C. 20593

phone 202-426-2350 (FTS 426-2350)

CG-288



# Admiral's corner

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A number of reservists have expressed concern about not receiving pay immediately after their two weeks ADT. Some reservists may remember when they were paid cash from a payroll list the day they completed their annual training.


The reason some reservists no longer receive their pay at the end of ADT lies in the fact that the Coast Guard has been required to shift pay disbursing responsibility from District Authorized Certifying Officers (ACO's) to the Treasury Regional Disbursing offices. Prior to that shift, ACO's in districts could write checks for ADT reservists. District ACO's are no longer authorized to write checks or have enough cash on hand to pay ADT orders. RTC Yorktown and Training Center Alameda are still authorized to pay all students at the close of their ADT.

The method of paying ADT is outlined below. A delay in any step could delay the receipt of your ADT paycheck.

1. The original copy of orders is the pay document.
2. Upon reporting for ADT, the command completes both the arrival and departure endorsement. The departure endorsement is a projected departure time.
3. If the ADT performed requires the payment of per diem, the departure endorsement may be delayed until receipts for certain reimbursable expenses (i.e., hotel bills, car rentals, etc.) have been presented to the ADT command.
4. The endorsed orders are forwarded to the district pay office.
5. The district office develops a pay list which is then forwarded to the Regional Disbursing Office, usually located in another city.
6. The Regional Disbursing Office cuts the checks and sends them to the command where the reservists are performing duty. If it is too late for a particular reservist to receive the check prior to the end of ADT, it is forwarded to his or her home address.
7. District(f) forwards the processed orders to G-FPS. G-FPS then credits the reservists with retirement points for the duty and enters this information into RPMIS.

Remember that any ADT that requires performance accounting (computation of per diem and other reimbursements) prior to payment usually takes several weeks after the pay period until receipt of pay. Any change in the projected departure time at the close of ADT may well result in unexpected delays or incorrect amounts in the pay check received.

I hope that the knowledge of the procedure above will help in your understanding of the overall problem. Don't be hesitant to discuss this procedure with appropriate people upon your arrival at your ADT unit.



RADM Sidney B. Vaughn  
Chief, Office of Reserve



# brief comments

**T**he article in the May-June 1979 Reservist asking for contact with World War II port security personnel received generous response. Dozens of reservists wrote or telephoned to relate their experiences, and in some cases sent historically valuable documents which might otherwise have been lost. With their help a script was made for a wartime mission training film, which should go into production early in 1980. Thanks to all who responded to the article.

**R**etired reservists who are eligible to participate in the Reserve Component Survivor Benefit Plan (RCSBP) have been granted an extended deadline to 31 March 1980. These are reservists who retired before the SBP plan went into effect. Those who made legitimate elections before 30 September 1979 may not change their elections. The Office of Reserve has attempted to notify all eligible reservists of their opportunity to participate. If you have not been notified and believe you are eligible, contact Headquarters G-RA-3 at (202) 426-2353. Ask for CWO2 Miller or LT Brox.

**T**he Judge Advocate General has recently made available to the Coast Guard a program called Reserve Component Technical Training. This training consists of one- and two-day courses conducted at various Army Reserve Training centers throughout the United States from January 1980 to May 1980. There will be presentations on a variety of military legal subjects. The program is designed to improve the mobilization readiness of Army Reserve Judge Advocate General Corps officers.

If you are an officer with an (04) legal primary experience indicator and are interested in attending, you may inquire from your District Training Officer as to the availability of courses in your geographical area. Attendance at this training will be for point credit only and must be at no cost to the government. Non-pay ADT orders only will be issued and a waiver of travel and per diem will be required.

## Reservists mobilize for matrimony



by PA2 Bruce Wintjen, USCGR

When Steve Bayus was united in marriage to Marion Conley on 19 May 1979, he united himself also with the Coast Guard Reserve. His enlistment took place immediately after their ceremony in the Tully Memorial Church in Shawn Hill, PA, by CWO Anthony Caso of RESGRU Cape May, NJ.

Marion is a First Class Yeoman in the Reserve at Cape May.

"The enlistment was a surprise to me," said Marion. "When I opened the door and saw Mr. Caso changed into his uniform I thought I was being activated!"

"In the beginning of our relationship, Steve thought my being in the Coast Guard Reserve was great! I kept telling him he fell for a woman in uniform." Marion says he tells her he is probably married to the only woman with a duffle bag under her bed.

Steve Bayus went to Cape May in February to see what the Reserve was like. That's when he decided he'd better sign up. This is a little different for him since he was formerly in the Air Force and spent his time in Turkey. In the Air Force Steve was a 3rd Class Accounts and Finance Specialist. He was enlisted into the Reserve as a 2nd Class Storekeeper.

"He said he'd never take my individuality away from me since I enjoy the Reserve," boasted Marion, "so he thought he'd sign up since we like to do everything together. Ain't love grand?"

**T**he Coast Guard Military Pay Center has moved. Questions about pay should be directed to:

Commanding Officer  
USCG Military Pay Center  
Reserve Pay Branch  
or

Retired Pay Branch  
6501 Lafayette Ave.  
Riverdale, MD 20840

The new phone number for Reserve Pay is (301) 436-7781. For Retired Pay: (301) 436-7775. Retired Pay also has a toll-free number for anywhere inside CONUS except Maryland. That number is 1-800-638-0250. Retirees and dependents within Maryland only may call collect.



## Coast Guard first at AFN Europe

**A** new law effective last August provides that, subject to the approval of the Secretary of Transportation and the Secretary of State, retired and Reserve members of the Coast Guard are granted congressional consent to accept civil employment from a foreign government or from companies owned by a foreign government. The requirements for approval for a retired or Reserve member to accept foreign employment are now included as a footnote to 37 USC 801. This new information will ultimately be included in the Personnel Manual (CG-207) and the Administrative Manual for the Coast Guard Reserve (CG-296).

Requests by retired or Reserve members to accept civil employment from a foreign government or from companies owned by a foreign government shall include:

1. country
2. name of company and relationship of company to the foreign government.
3. statement as to whether foreign citizenship is a condition of employment
4. job title and brief description of duties
5. duration of employment

Requests from retirees (regular and Reserve) shall be submitted to Commandant (G-PS). Those from Reserve personnel shall be submitted to Commandant (G-R). To prevent possible loss of retired pay or other benefits, requests should be approved before a prospective employee assumes responsibility of the office or position being considered.

A reservist made history this past September when he became the first Coast Guardsman to join the staff of the American Forces Network Europe.

LCDR William I. Norton, USCGR, joined the AFN Program Branch for a week of SADT at the network's Frankfurt headquarters.

LCDR Norton, who is a member of the Naval Reserve Volunteer Training Unit (NRVTU) 3002, is working directly with AFN Europe program managers in determining the effectiveness of the Command Information announcements used on AFN Radio and AFN Television.



**A**ll candidates desiring to compete for advancement to Chief, Senior Chief, and Master Chief, should pay special attention to the requirement for a letter of evaluation by an active duty command. As reviewed in COMDTNOTE 1418 of 20 June 1979 and outlined in Section 6-4-1 of the ADMINMAN for the Coast Guard Reserve, the candidate must be evaluated in a rating related billet. This applies regardless of whether the evaluation is being accomplished during a full period of ADT or over an extended period of IDT.

Performance in a rating related billet is defined as "an assignment at a unit that requires a specific rating and the knowledge and practical factor qualifications of that rating, in order to perform that assignment." For example, a candidate for Chief Gunner's Mate could be evaluated in a GMC billet in: (1) the Gunner's Department aboard a WHEC, (2) an Armory at a large Coast Guard training center or base, or (3) GM "A" School. A candidate for GMC could not be properly evaluated at: (1) a boating safety team, (2) a recruiting office, or (3) a SAR station. It would be possible to evaluate candidates for general Chief

Petty Officer qualities in the latter three assignments. However, those assignments could not provide the necessary rating related tasks to properly evaluate potential to function as a GMC. Both areas of performance should be covered in the evaluation.

The CPO evaluation letter must address the following:

- (1) past performance in the rating related billet
- (2) potential for satisfactory performance at the higher paygrade sought
- (3) appearance
- (4) leadership ability
- (5) military bearing
- (6) any additional attributes that the candidate may or may not have that the evaluator feels should be addressed.

The evaluation should be based on comparison of other Petty Officers in the rating and of similar paygrade within the regular Coast Guard.

In order to ensure that the best possible evaluation is provided, early planning of ADT periods is necessary as well as close liaison with active duty commands.





# At 39 -- we've only just begun

by CAPT(Ret.) Harry S. Rambo  
and LT Ken Appleton, USCGR

A history of rises and falls, from massive strength to threatened extinction to slow recovery - this is the history of the Coast Guard Reserve. In its brief 39-year existence the Reserve has peaked with a force of 144,000 members, shriveled to a handful of die-hard volunteers, faced recurring actions to have it disbanded, been revamped and finally hewn into a productive force in this small but vital service.

The Coast Guard Reserve was established on February 19, 1941. The passage of the Coast Guard Reserve and Auxiliary Act on that date converted what was then known as the Coast Guard Reserve to the Coast Guard Auxiliary and established a military Reserve of the Coast Guard. A few years later, a Women's Reserve was established as a branch of the Coast Guard Reserve.

The WWII Reserve consisted entirely of personnel on active duty. At one point, 144,000 men and women were reservists, four-fifths of the military Coast Guard. In addition, 45,000 members of the Coast Guard Temporary Reserve performed port security work on a voluntary, non-paid basis.

Following the war, the Reserve was dramatically reduced. All but a few reservists were discharged or released to inactive duty. The Women's Reserve was terminated in 1947, but was reestablished two years later. (Much later, in December 1973, the Women's Reserve was discontinued and all female reservists became members of the Coast Guard Reserve without loss of rank or rate).

There was no formal Reserve organization in the immediate post-war years. However, some reservists in the larger population centers held periodic meetings, maintaining an informal Reserve structure without pay or credit.

By late 1949, there was a growing realization that Reserve forces were necessary for the nation's security. The Magnusen Act of 1950 sig-

nificantly increased the Coast Guard's mission with respect to the safety and security of the nation's ports, waterways, and waterfront facilities. At about the same time, funds were earmarked by Congress for the establishment of a paid drilling Reserve in support of these port security responsibilities. The first organized Reserve unit was formed in Boston in October, 1950.

From that starting point, the organized or "Selected" Reserve as it is now called, increased in strength throughout the 50's and 60's consistent with the programmed wartime mobilization needs of the Coast Guard.

In the early 60's, the Reserve program experimented with revitalizing a job that was largely filled by the Auxiliary during WWII. A "coastal forceman" rating was established with the mission of being the last line of defense between enemy saboteurs and the nation's homes and factories. It was a small and very elite cadre of men, steeped in the tradition left them by the old "temps" and reservists whose exploits in capturing Nazi saboteurs on the East Coast were legendary. Ten Coast Guard reservists were put in each 2,300- to 2,400-man class of Marine Corps individual combat trainees to go through Camp Lejeune. Already outcast as the only "shallow water sailors" in a sea of marines, these "coasties" were further isolated by being assigned one to a company of recruits. It was a grueling existence, but the seriousness of their solitary mission, should they ever go to war,

(upper left) reservists being lowered from dock during training at RTC Yorktown in 1963 - official CG photo. (upper right) CGC Cuyahoga in better days - official CG photo. (right) PS3 George Latourette, USCGR, prepares to attach a tow line to a swamped vessel in New York Harbor. Moments before, six persons were rescued from the chilly water by other Coast Guardsmen, including reservists. - photo by PA3 Jim McGranachan, USCGR.



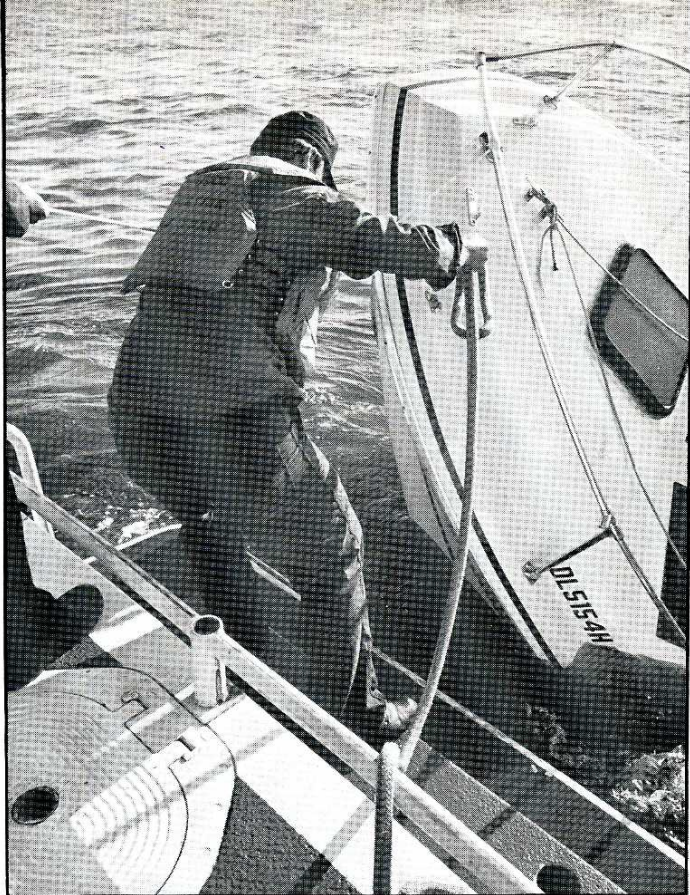
made the Coast Guard reservists excel. Class after class graduated with a Coast Guardsman as the number one or two man in each company. The short-lived program produced a troupe of reservists who were among the most self-reliant, dedicated, and tough-fighting men this country could claim.

Several national crises occurred during the 50's and 60's, yet no involuntary call-up of Reserve forces was required. During the Korean Emergency, the Berlin Crisis, the Cuban Crisis, and the extended period of operations in Cuba, Coast Guard Reserve personnel volunteered for and served on active duty in sufficient numbers to meet active service needs.

However, this fact was to have a totally unexpected backlash a few years later. The Administration in 1969 and 1970 considered the absence of ever having to call up the Coast Guard Reserve as evidence that it was not needed; therefore, the Reserve should be scrapped.

For two years the Coast Guard Reserve fought for its life. Its success was substantially aided by organizations such as the Navy League and the Reserve Officers Association.

Out of the conflict of this important period



was forged a new direction for the Coast Guard Reserve. This concept, now referred to as "augmentation" was a radical departure from primarily classroom training. The augmentation program gave Congress just what it wanted to see, a tangible peacetime cost benefit, more than the important, but less visible emergency response capability.

In practice, the augmentation program consists of reservists serving on boat crews, as watchstanders, in vessel inspection activities, petroleum transfer monitoring operations, waterfront facilities surveys, harbor control operations, and virtually all other regular Coast Guard mission areas. Three search and rescue stations are completely manned by reservists during the summer - stations that would otherwise have been closed for economic reasons. The Reserve training cutter RELIANCE performs off-shore fisheries law enforcement patrols while concurrently training reservists under operational conditions.

In 1972, Congress gave authority for the involuntary call-up of Coast Guard reservists to augment the regular Coast Guard during major natural or manmade disasters. This authority was first used shortly thereafter during the disastrous flooding of the Mississippi Valley Basin in the spring of 1973.

The goal of augmentation training represents about 65 percent of total Reserve training time or about two million man-hours of meaningful and effective training. The principal benefit to the regular Coast Guard is the support that the program provides in extending and expanding the capacity of the Coast Guard to meet its many and diverse responsibilities. In doing so, the Reserve also provides a peacetime return to the taxpayer.





# Cleaning

by PAC Drew Schriever,USCGR

If you were to ask someone in Newark, London, Cairo or Tokyo what Texas is famous for, you would probably get the answer "cowboys and oil."

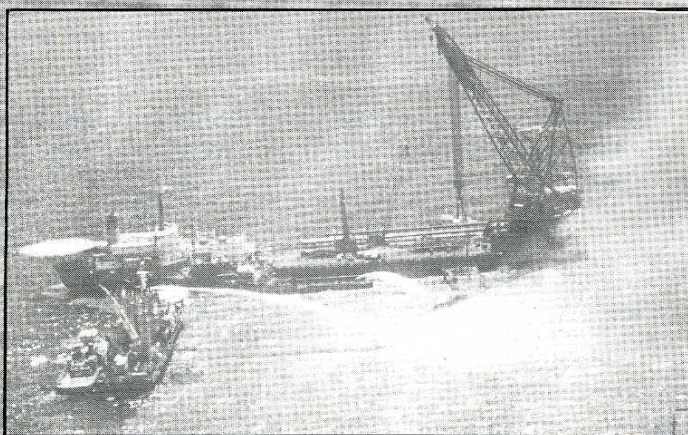
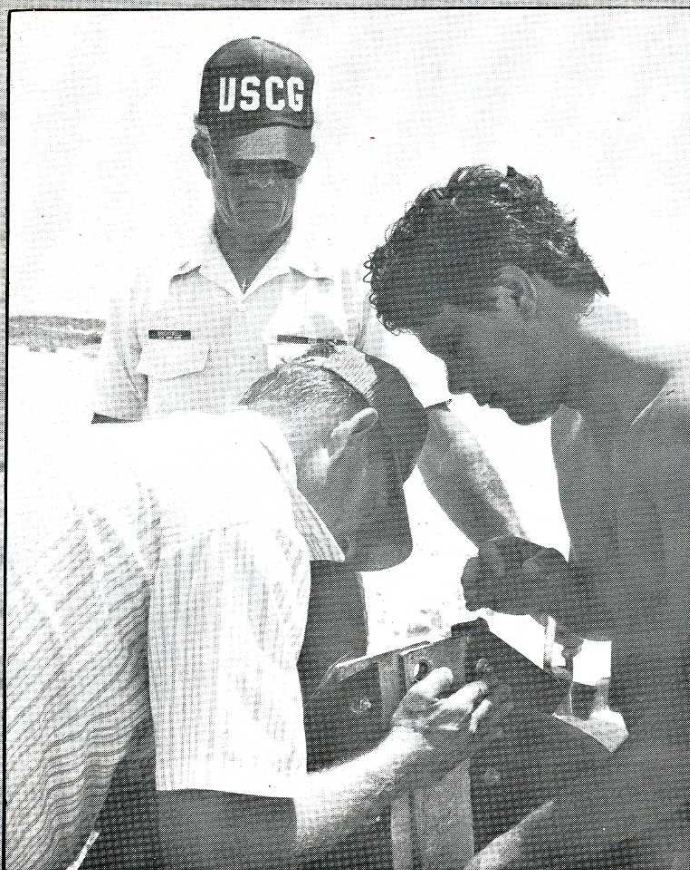
While cowboys are fewer in number and the West is really not that wild - oil, on the other hand, is still of vital importance to the economy of the state and the well-being of the nation.

But you can get too much of some things - even oil in Texas - and that is exactly what happened along the South Texas Padre Island shore early last August.

On 3 June, Ixtoc I, in the Bay of Campeche off the Mexican coast southeast of Tampico and 480 miles from Brownsville, blew below sea-floor elevation. Within moments tons of crude oil and toxic, flammable gases were boiling into the once pleasant and beautiful Gulf of Mexico.

In excess of 30,000 barrels of crude oil per day were released into the Gulf at the beginning. By the time the U. S. Coast Guard's offer to assist the Mexican government's nationalized oil company, Pemex, was accepted in late July, the well was still releasing more than 20,000 barrels of oil per day.

During July, the Coast Guard, under existing federal law, established an on-scene co-ordinator's headquarters in Corpus Christi, TX. The OSC team was composed of the Environmental Protection Agency (EPA), the National Oceanic and Atmospheric Administration (NOAA), Fish and Wildlife Service, National Park Service and numerous other federal and Texas state agencies. The Coast Guard co-ordinated federal pollution response activities.



photos: (top to bottom) PSC Billy Brightwell, USCGR, supervises two civilian contractors as they prepare a boom for deployment; fighting the oil fire; regulars, reservists and civilians work together to load an oil containment boom - official CG photos.



# up the big one

During the height of the crisis, in addition to the Corpus Christi command post, additional bases of operation were set up - first at South Padre Island and later, as the oil moved northward, at Aransas Pass.

The primary mission of the Coast Guard was to protect the ecologically sensitive area known as the Laguna Madre. The Laguna Madre is considered one of the richest nesting and fisheries hatching grounds in the world. Most of the commercial fish and shrimp found in the Gulf of Mexico spend some part of their life cycle in or around the Laguna Madre.

While the tourist industry was of significant financial importance, the Coast Guard realized that it would be nearly impossible to protect over 200 miles of Texas coastline. The massed armada of federal and state agencies applied maximum effort and technology to stopping the contamination of the Laguna Madre.

Latest environmental reports show that the booms deployed at the four inlets into the 160-mile long Laguna Madre were able to stop the bulk of the pollution from entering. It will be years, however, before the final cost of the oil spill upon ocean and bird life will be known.

The role of the 41 Coast Guard reservists who were called in from the 8th district during the three-month Campeche oil spill had a significant

impact on the overall success of the OSC team's efforts.

The reservists handled a complete array of job assignments during the emergency. Many served as "monitors" of the general civilian contractors hired to clean the beach areas. Others handled the administrative responsibilities, which were numerous and all important to the people involved. Others worked in communications, public affairs and security.

The American public can take pride in the accomplishments of the Coast Guard Reserve. For a small sum, the nation has on call a dedicated, competent, proficient group of men and women who can respond to a natural or man-made emergency within hours and handle many aspects of a threatening situation immediately, efficiently and, above all, professionally.





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# 'Where I think we are...'

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Reprinted from the Alumni Bulletin

As a preliminary to departmental budgeting and appropriations requests, the Secretary of Transportation last summer invited the Commandant to personally brief him on the status of the Coast Guard and its needs in terms of capital resources, dollars, and people. Forth-right, hard-charging Admiral Jack Hayes made the most of the opportunity. Major excerpts from his forceful and convincing pitch for greater support of the Coast Guard are reproduced here.

"Good morning, Mr. Secretary. I appreciate very much the opportunity this morning to be able to present to you a quick review of where I think we are in the Coast Guard today, our present situation with respect to requirements in terms of capital resources, dollars and people, and a quick summary of the major changes that I think must occur in our appropriations if we are to continue to carry out our responsibilities in today's world.

"As you know, over the past 13 months I have spent a good deal of time touring the Coast Guard, visiting our various districts, their operating units and our principal Headquarters units. I believe at this juncture I can report to you on the state of the Coast Guard with considerable knowledge of its people and facilities, as well as our shortcomings and requirements.

"First, let me turn to a quick review of where I think we are right now. As you know, over the past several years, there have been a number of legislative actions which have tasked the Coast Guard substantially, in traditional areas as well as new ones. I would say that about a dozen Acts of Congress have had major impact on Coast Guard roles and missions. And likewise, today the legislature of our nation certainly is considering those particular pieces of legislation to be a mandate for Coast Guard action, and we are finding increasing congressional oversight with respect to what we do.

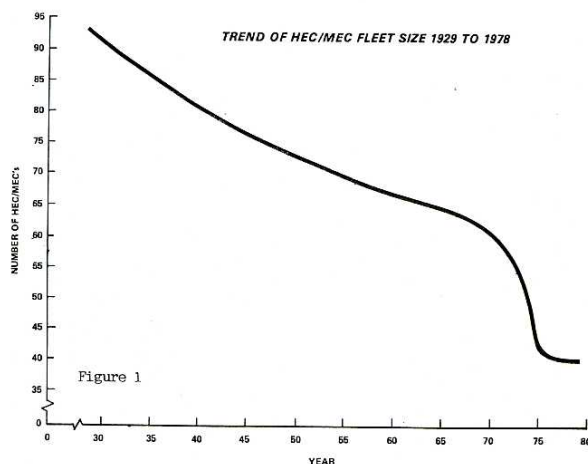
"Next, with respect to the facilities of the Coast Guard, I would categorize our capital plant in the following manner. First, our ships -- too many of them are old; too many of them are not capable of carrying out their missions; and

the majority of them, in my estimation, are not up to adequate Coast Guard standards of readiness and professionalism.

"Secondly, our aircraft and our aviation shore plant are by and large in excellent condition, and our planning is taking care of present shortcomings.

"Thirdly, I consider our shore facilities to be in many ways inadequate to support the mission requirements of today and the needs of our people.

"The next area I would comment on is our





people. This year, and as best I can foresee next year as well, we are expecting to recruit one new Coast Guard person for every four in the Coast Guard. That means we are going to average about 8,000 new recruits in each of those two years. The obvious result of this at the end of next Fiscal Year is that close to 50 percent of Coast Guard personnel will have two or less years of service. The impact upon the professionalism necessary to carry out our job is clear. Retention is obviously one of our major problems and I'll talk further about it.

"So, in general, as I look at legislative edicts, the condition and adequacy of our facilities, and our people, it is clear to me that our resources fall far short of the level necessary to carry out adequately the tasks assigned.

"Now I recognize, Mr. Secretary, that having said these things I probably couldn't be addressing them at a worse time in recent history. We are indeed at a time where inflation is a major problem. Balancing the budget is a stated objective of the President, and, of course, you and I support him in that objective. Therefore, in asking for additional resources I seem to be doing so in the face of almost every pressure to do otherwise. But I would point out to you these three things: First, in my judgement, the Coast Guard is among the most, if not the most, cost effective organizations in government today. Secondly, because of our failure to retain professional people and because of an imbalance between our capability to provide seamen for those functions of the Coast Guard that require a seaman-like background, like it or not, we are becoming less professional. And thirdly, I have to conclude that over the last twelve years in total, as you will see from some of the graphs I have prepared for you, we have simply not received adequate fiscal support. I can see a solution to that, even in the rather stringent prevailing budget climate, either by shifting resources

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*"The 1980's will indeed be the decade of the oceans..."*

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within the Department of Transportation or, indeed, by convincing the Office of Management and Budget of the need to shift additional resources to the Department of Transportation to provide greater support to the Coast Guard. So, even in a tight budget year, I feel it necessary to report to you that we must set the stage for the future.... The 1980's will indeed be the decade of the oceans, and the Coast Guard must enter it well prepared...."

The Commandant then provided specifics with respect to the Coast Guard's needs for increased Acquisition, Construction, and Improvements (AC&I) appropriations. He analogized the Coast Guard to a corporation with capital assets of \$11 billion, pointing out that the annual funding requirement for such a plant on a replacement basis alone would be \$600 million. He graphically demonstrated existing shortages of ship and plane hours in terms of established cutter and aviation plans. These showed that WHEC/WMEC requirements are currently only 76 percent satisfied; requirements for various types of aircraft are met between 64 to 88 percent. A \$600 million AC&I appropriation would maintain status quo alone, providing none of the additional facilities needed to catch up on these shortages.

He then graphically depicted the serious divergence between Coast Guard shore facilities requirements and funding history. He highlighted needs for modernizing both ship and shore facilities to improve the Coast Guard's capability of performing its mission. He emphasized that under current levels of funding for vessel maintenance, energy, training, people support, and management improvements, the Service is really losing ground.

In terms of inflation, he wryly noted that in 1977 the Service was required to actually refund a two percent overestimate of its projected impact, whereas in three subsequent years no makeup was allowed for underestimates totaling \$20 million.

The Coast Guard's Research, Development, Test, and Evaluation (RDT&E) appropriation was depicted as falling far short of the five percent average projected for most healthy technically-oriented agencies and as losing ground in terms of "real dollar" support as well.

The Commandant then turned to the problems of personnel retention and declining seagoing capability that have become of grave concern within the Coast Guard. He said:

"Now, Mr. Secretary, I want to touch upon my final broad area of concern. I haven't really talked too much about people and about ships, except to identify an overall sense of the problems in both of those areas. Let me turn now to Figure #1. To my mind this is a rather dramatic indication of what has happened to the Coast Guard's seagoing capability in the last several decades. I point out to you that the steady downward slope of cutters in the Coast Guard inventory has taken a remarkable downturn during the period of time we've been in this department. While I recognize that downturn is principally associated with two events, the elimination of the Ocean Station program and our stand-down from Viet Nam, the point I make is...that dramatic downturn failed to consider that we might have



**RATIO OF SEAGOING BILLETS TO BILLETS REQUIRING  
SEAGOING EXPERTISE FY 1969-1979**

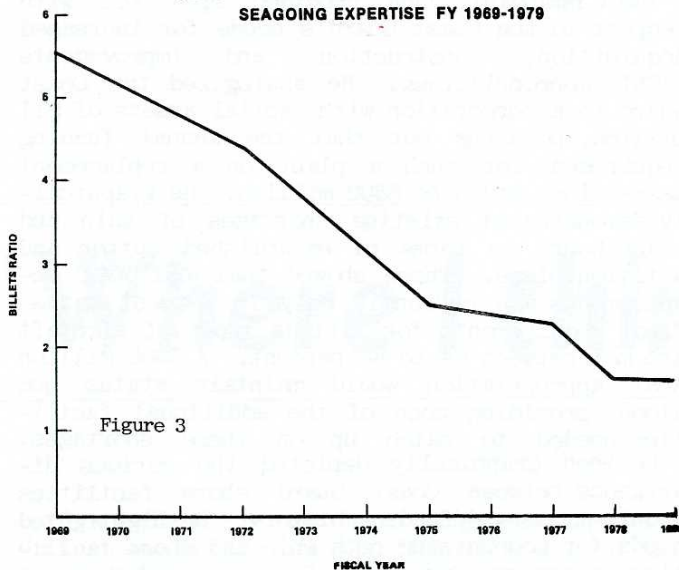


Figure 3

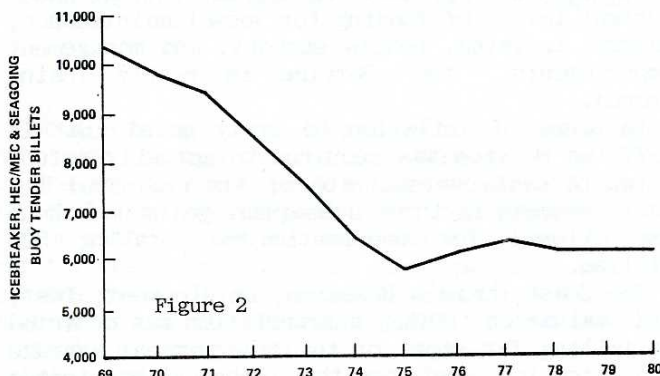


Figure 2

been concurrently in a low-demand cycle and that short-term decisions operated against keeping a reasonable fleet in the Coast Guard to adequately support future needs. My judgement is that that is what has happened.

"Even more dramatic perhaps is what is pointed out in Figure #2 and Figure #3. Figure #2 shows that we have shrunk from a little over 10,000 billets at sea in 1969 to about 6,000 seagoing billets at the present time. Figure #3 illustrates what that really means.... The ratio of seagoing billets to those billets requiring seagoing expertise, principally those in our regulatory functions, has shrunk from better than a 5 to 1 relationship to about a 2 to 1 relationship. A large proportion of the remaining seagoing billets are in the seaman and fireman categories, the non-rated or non-professional personnel, many

of whom will not choose a Coast Guard career, which makes the impact upon our regulatory functions and indeed our overall professionalism even more dramatic. Thus, in addition to the reten-

*"We must do something to turn those percentages around."*

tion factor, our professionalism is endangered from another direction...; that is, the base on which we build that professionalism has been eroding at a rapid rate.

"Turning to Figure #4 we see the other side of the seagoing resources problem. This shows that we are experiencing a dramatic shortfall in our capability to maintain our vessels, particularly our high endurance and medium endurance cutters. Those shortfalls mean, in effect, that many of those vessels are not meeting their operational requirements because of inadequate maintenance.

**CUTTER SHIPBOARD MAINTENANCE SHORTFALL**

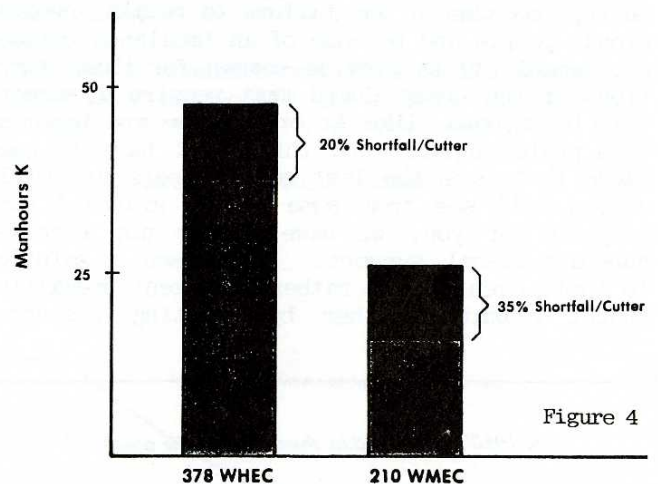


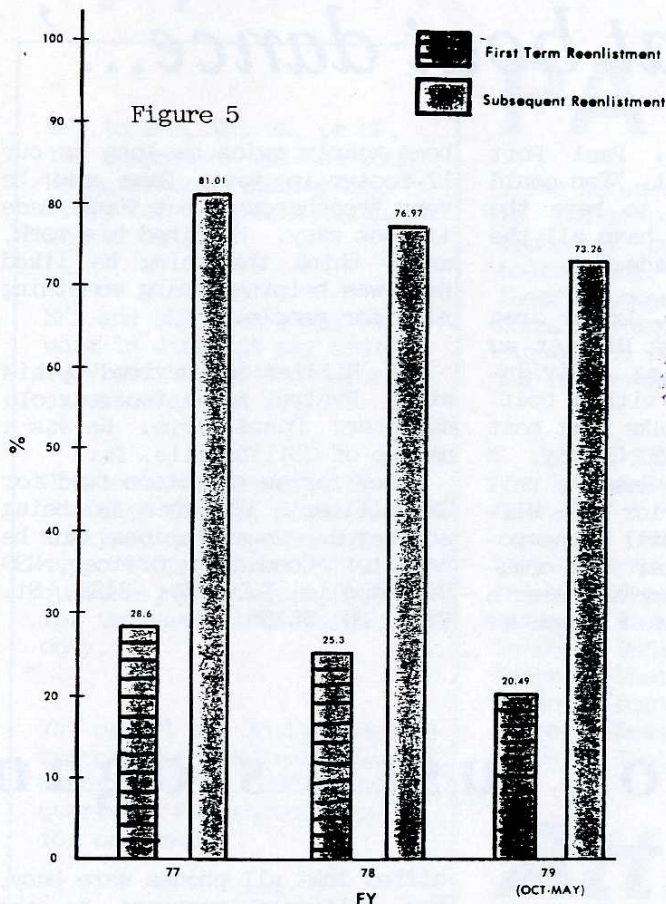
Figure 4

"Finally, to close our discussion on the people and ships of the Coast Guard, Figure #5 points out that we've had a steady deterioration over the last three years in both first-term re-enlistments and subsequent term re-enlistments, and it is the latter which is particularly critical to us. Those are the Coast Guard professionals who are the backbone of the service and provide us with the capability to meet our commitments. We must do something to turn those percentages around.

"Well, Mr. Secretary, that generally summarizes



## COAST GUARD REENLISTMENT RATES



the way I see the Coast Guard at the present time. I don't mean to be entirely pessimistic. At present we are professionally able to do our job, but I see that deteriorating at a rate I don't think our nation can continue to afford.

"As I look to the future, the need to address all these shortfalls comes into critical focus. Figure #6 is just an example of what I think is in the process of happening on the Outer Continental Shelf..., a surge in activity and a similar surge in casualties and problems for us. To my mind that presents the future as well as any other picture I could draw for you. The Outer Continental Shelf is going to be alive with action and, quite naturally, the focal point of our activities. Therefore, we must come to grips with our resource needs in terms of ships and shore stations, and ensure that we continue our past commitments to maintaining our aircraft and aviation facilities. With respect to people, we clearly need, in my judgement, several thousand additional personnel. And finally, maintenance, training and fuel demands need to be addressed in the future as well as the present. I see the 1980's as the decade of the oceans and we must be prepared for what is expected of us. Otherwise, our long-range planning is a meaningless exer-

cise, and one that clearly is not currently bearing fruit.

"I urge you to consider a major increase in supporting the requirements of the Coast Guard. In my judgement each dollar provided to us against our stated requirements is going to provide you with maximum return on investment. Perhaps, as the department becomes more and more involved in the sea and in maritime affairs, the Coast Guard's contribution to this nation's seapower, as a vital aspect of national security and maritime transportation, will be more fully realized.

## TOTAL MAN HOURS and DISABLING INJURIES

1962 - 1978

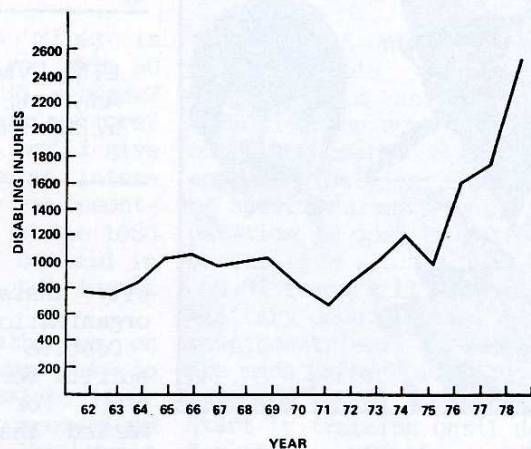
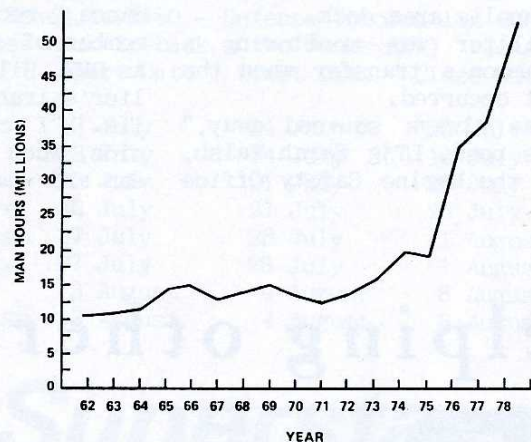


Figure 6

"Thank you very much, Mr. Secretary, for this opportunity to present our case. As a postscript, Mr. Secretary, I reiterate to you that, even in tight budget years, there are substantial ways in which one can adopt either a new initiative or expand support of a particularly productive and enterprising agency of government. I consider the Coast Guard to be your most productive enterprise.

"Thank you again, sir."



# Hank Hillier:

## *'He could make that boat dance...'*

by PA2 Dennis Post, USCG

Loyal....conscientious....thorough...kind...these are some of the words shipmates and superiors of the late BM2 Henry "Hank" Hillier use when they talk about the reservist on active duty who was killed September 26 while monitoring the transfer of hazardous cargo from a tank barge to a Minneapolis area dock.

BM2 Hillier was monitoring a liquid ammonia transfer when the accident occurred.

"He was always squared away," said his boss, LTjg Sarah Walsh, head of the Marine Safety Office

(MSO) Minneapolis-St. Paul Port Operations department. "You could always count on him to have the right equipment, and have all the proper log entries made."

Members of the St. Louis area Reserve remember Hank Hillier as a serious, hardworking individual, and a fine hand with a boat.

"He could really make that boat dance," recalled PS2 Gurney, a member of the same Reserve unit as BM2 Hillier, prior to Hillier's transfer to MSO Minneapolis. "I can remember one occasion, when we were working near a dam and had to take a pleasure

boat nearly twice as long as our 17-footer in tow. Dams can be very treacherous, but Hank made it look easy. He liked his work, and I think the thing he liked best was helping, doing something nice for people."

BM2 Hillier is survived by his wife, Evelyn, and a two-year old daughter, Donna Marie. He was a native of Collinsville, IL.

Money for an education fund for BM2 Hillier's daughter is being collected. Contributions can be sent to: Commanding Officer, MSO Minneapolis, P.O. Box 3428, St. Paul, MN 55165.

## Helping others not just a slogan



LT(j.g.) Vivier gets a big smile from Amy Lang, MD's poster child—photo by PS2 R. Dombrowiak, USCGR

by LT(j.g.) F.Vivier,USCGR

The early morning hours of Labor Day, 1979, found ten members of CGRU Erie, PA, answering telephones and receiving pledges for the Jerry Lewis Telethon for Muscular Dystrophy. These ten individuals volunteered their time to serve in a non-pay capa-

city assisting this worthwhile organization.

Despite the miserable hour, spirits were bright and morale high. For many of the men it marked their television debut, but they responded well to the bright lights and whirring cameras.

The telephones for this function operated in sequence, meaning that phone #2 would not ring unless phone #1 was busy. The Reserve volunteers were responsible for answering the phones for the majority of calls accepted during this period. Unit members manned phones 1 - 9 and all important phone #35. Phone #35 was the last telephone in the series and its loud ringing sig-

nified that all phones were busy, the ultimate response to the telethon's solicitation.

MK3 Lewis, while manning phone #35, offered to match the next pledge received over his phone in an attempt to answer more calls. He, along with many of the members present, donated their time and money to this worthy cause.

The men involved were favorably impressed with the activity, and plans are underway to increase unit participation in next year's telethon.

The following personnel participated: LTjg Vivier, ENS Weber, FICS Vahey, SSC Krumpke, SSC Verno, HM1 Ballman, PS1 Centner, PS1 Papotnik, MK2 Patrick, and MK3 Lewis.

Mr. Vivier served as unit representative with the Muscular Dystrophy Association while HM1 Ballman acted as enlisted liaison.

A special note: Chief Krumpke was the big "winner," receiving among his many phone calls a monetary pledge from his young son, a 1 in 35 possibility that this call would come in on his phone.



# opportunities

E-5 to E-9, YN, SK, or DP, for support of PMIS at USCG Headquarters, Washington, D.C., for two years extended active duty.

SK3 and SK2 (two each) to work in district pay office in Miami, FL, for two years extended active duty.

Officer or enlisted with experience as data processor, analyst, or programmer for support of PMIS at USCG Headquarters, Washington, D.C., for two years extended active duty.

YN2 or YN1 for Administrative support for SAR Evaluation Study in G-OSR, USCG Headquarters, Washington, D.C., for one year.

SK2 or SK1 for support of COGD8(f), at CG Eighth District, New Orleans, LA, for six months.

YN3 to YN1 in support of RPMIS at G-RA, USCG Headquarters, Washington, D.C., for 120 days.

E-5 to E-9, YN or SK, for administrative support in A(ol), Governors Island, N.Y., for 45 days. Experience with word processor helpful.

Apply for SADT by submitting CG-3453 to COMDT (G-RT). For extended active duty, submit a letter to COMDT (G-PE), via channels.

## PA mini-courses

The Defense Information School in Indianapolis is offering a number of public affairs mini-courses for the summer of 1980. These courses are loaded with information and are specially designed for reservists. The training offers many opportunities for

hands-on experience. Eligibility includes all PA3's and officers thru O-5. Get your name in early to ensure a position. For more information, contact LT Shapley at Headquarters. His number is (202) 426-1622.

| Summer Mini-Course Schedule 1980 - Defense Information School<br>(Two one-week courses back-to-back = two weeks ADT) (Coast Guard) |             |            |            |       |
|--|-------------|------------|------------|-------|
| Course   | Report Date | Start Date | Close Date | Quota |
| Intro to Newswriting   | 13 July     | 14 July    | 18 July    | 1     |
| Intro to Broadcasting  | 13 July     | 14 July    | 18 July    | 1     |
| Intro to Broadcasting  | 20 July     | 21 July    | 25 July    | 1     |
| Intro to Public Affairs  | 20 July     | 21 July    | 25 July    | 2     |
| Intro to Photojournalism   | 27 July     | 28 July    | 1 August   | 1     |
| Intro to Public Affairs  | 27 July     | 28 July    | 1 August   | 2     |
| Intro to Newswriting   | 3 August    | 4 August   | 8 August   | 1     |
| Intro to Photojournalism   | 3 August    | 4 August   | 8 August   | 1     |

## Attn: Superstars

Can you run five miles in 32 1/2 minutes? Can you swim 50 meters in less than 36 seconds? Can you do ten pullups or more? If your answer is YES, we'll give you the chance to be an international superstar by representing the United States in the 1980 Annual CIOR events to be held in Montreal, Canada, on 4-9 August 1980.

We need Reserve athletes on active duty and inactive duty to compete in international military skills/pentathlon competitions during the summer. You don't have to be an expert in any one event, just an all-around competitor with the will to win.

For officer and (in 1980 only) enlisted reservists, the U.S. fields a team of 21 for the Annual Interallied Confederation of Reserve Officers (CIOR) com-

petition. Events are marksmanship, obstacle course run and utility swim and orienteering. Normally, the competition is open only to Reserve officers of the competing services, but in 1980, by special arrangement, the competition is open to enlisted personnel.

U.S. teams will compete against military counterparts from European countries. Team selections are made after an early summer try-out camp. Selectees will start in training until departure for the competitions. The U.S. faces stiff competition from European teams. That's why we want the best all-around athletes, officers and enlisted, from the Coast Guard Reserve. For further information contact: CIOR Project Officer, COMDT (G-RT) (202) 426-1622.



(G-R-1)

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